MOTOR RACING
and
ECONOMY CAR NEWS

7th Year— No. 5 —Los Angeles, Calif. JAN. 5-12, 1962

(Published bi-weekly except last issue of calendar year) 25¢

Girl Unhurt as Jaguar Bursts into Flames

CAR AFIRE---Nassau's Lou Moseley wheels his Porsche past the flaming Jaguar which had been driven by Patsy Kennedy in the earlier women's race at the recent Bahamas Intl. races. The girl got out of the car before it burst into flames. The race was won by Prudence Baxter of of Sausalito, Calif., in a Lotus. Other Nassau photos on Page 1. (Bahamas News Bureau Photo)

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NO HEARING! -- HEAR THAT

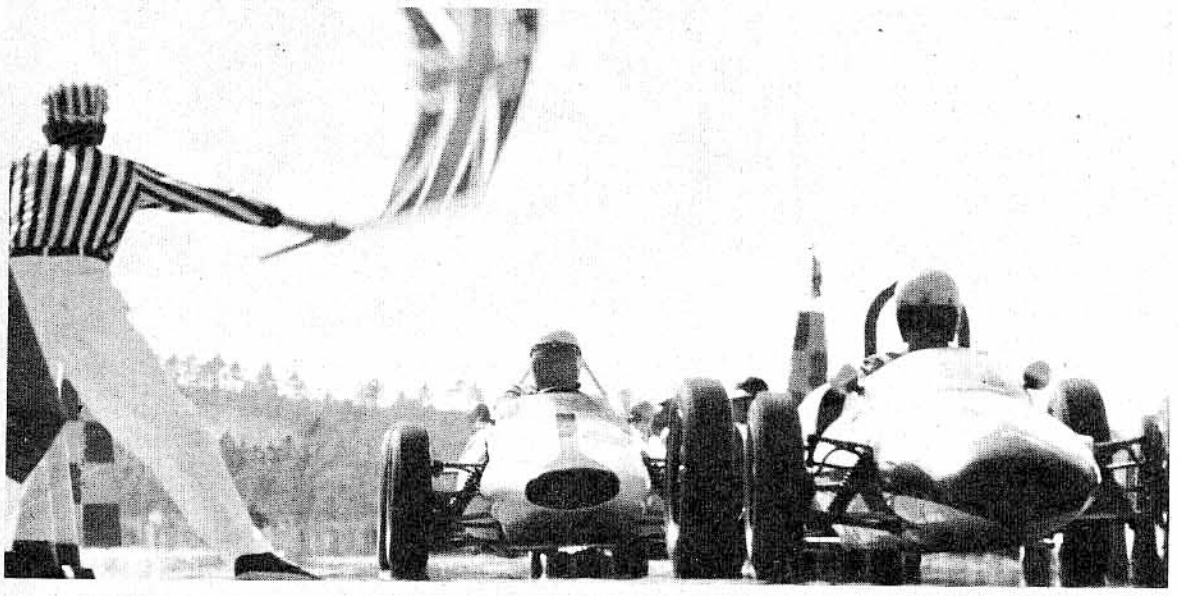
Dear Gus:

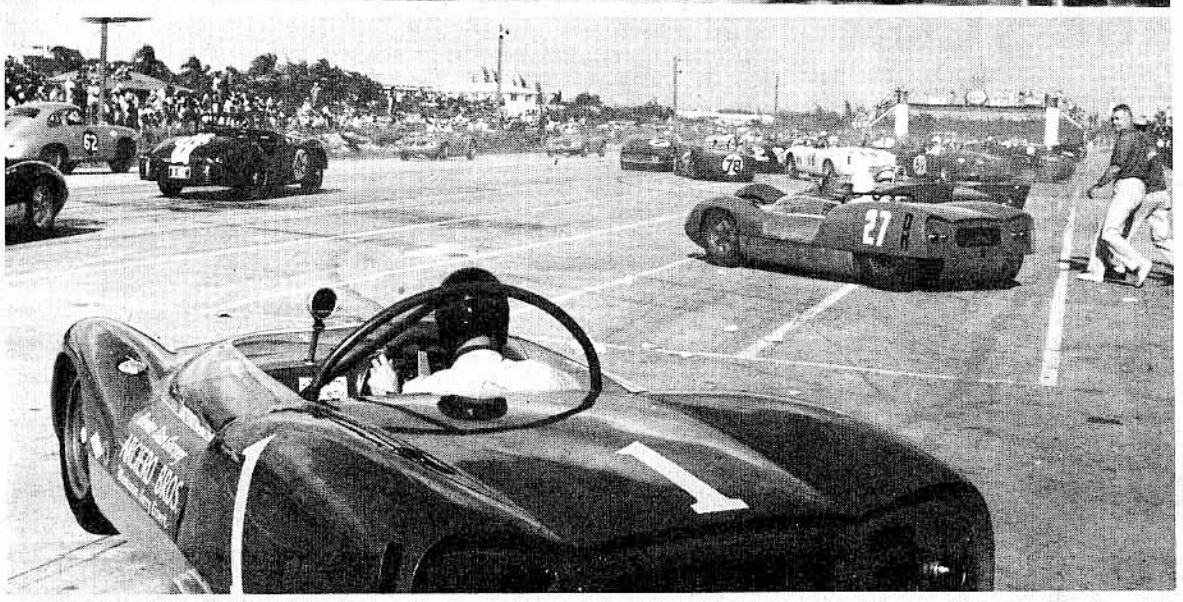
During a telephone call with Jack Hinkle, Chairman of the SCCA Board of Governors, he asked me to write you pertaining to the status of a hearing for the former Los Angeles Region and future regional affiliation ot its members.

In regard to your question about a hearing for the Los Angeles Region, a hearing is not contemplated, nor are any plans being considered for this procedure.

About the individual memberships, a letter was sent to each member, affected by the change, informing him that he could be a member at large (that is without regional affiliation) until such time as he selects a region of his choice subject only to the approval of the Regional Executive of the new region.

Cordially,
HUGO P. RUSH
Executive Director
Sports Car Club of America, Inc.
Westport, Conn.





NASSAU ACTION---The 12-lap Pan American Formula Jr. Championship at the recent Nassau races was won by Pete Lovely of Seattle in a Lotus 20. Union Jack comes down and they're off (top photo), with Charles Kolb in Gemini at left, and Pat Pigott, Lotus 20, who took second. Roger Penske, Cooper-Austin, was third; Mark Donohue, Elva, fourth; Jack Nethercutt, Los Angeles, Lotus, fifth. Lovely averaged 89.-252mph. In bottom photo Dan Gurney, Costa Mesa, Calif., is one of last to get his Lotus 19 off after Le Mans start in featured Nassau Trophy Race. But Dan won for second straight year at new record of 90.-796mph. Story was covered in last issue of MOTORACING. Other photo on Front Cover.

DON HULETTE

Hulette Tops 1961 Standings With Ancient Jag-Corvette

By JOE SCALZO

Comparing these final 1961 standings with 1960 shows very few previous winners were able to repeat. Only Pete Culkin (Class C Production) and George Follmer (Class E Production) won out for the second year in a row.

Congrats go to all the winners listed here, but must particularly be given to main event victor Don Hulette. A veteran of five years of modified racing, practically all the time driving his ancient (8 years old) Jag-Corvette, Hulette, 24, scored three Sunday wins with the blue and white machine the past season, and was practically always well-placed with the leaders in every race he competed.

Thanks again to all participating drivers who showed patience with my questionable arithmetic throughout the year.

(Coming in MOTORACING--profiles of all division winners.)

Events scored: CSCC at Pomona; L.A.SCCA at Palm Springs; CSCC at Riverside; L.A. SCCA at Pomona; Northwest SCCA at Shelton; S.F.SCCA at Stockton; Northwest SCCA at Shelton; L.A. SCCA at Las Vegas; S.F. SCCA at Sacramento; Salt Lake SCCA at Salt Lake; CSCC at Santa Barbara; S.F.SCCA at Laguna Seca; FRA at Hanford; L.A. SCCA at Pomona; S.F.SCCA at Cotati; CSCC at Riverside; S.F.SCCA at Vaca Valley; CSCC at Santa Barbara; S.F. SCCA at Reno; CSCC at San Luis Obispo; FRA at Hanford; CSCC-L.A.SCCA-USAC at Riverside; S.F.SCCA-USAC at Laguna Seca; CSCC at Las Vegas; S.F.SCCA at Cotati; and S.D. SCCA at Del Mar.

MAIN EVENT

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OUSTED LA SCCA JOINS USAC

Natl. Hookup Boosts Group

BY GUS V. VIGNOLLE

Just when they were stumbling helplessly after being kicked out by the Westport Pharaohs, former LA region SCCAers took on new life last week when they hooked up with the United States Auto Club (USAC).

Some 150 members met at the Institute of Aerospace Bldg., where Jim Peterson, president of the ousted SCCA group, read a directive from Hugo P. Rush, spokesman for the Westport Pharaohs, ordering the erstwhile LA region to disassociate itself from SCCA and desist from using their name and insignia.

Whereupon the group amended its bylaws and changed its corporate name through adoption of a resolution. The new name? Los Angeles chapter of the United States Sports Car Club, a division of the US Auto Club (USAC).

This move created a sensation in many circles that have been following this group's kick-out and simultaneous granting of the charter by Westport to its long-time

Continued on page 4

Page 5 For Times-Mirror Race Figures

Vignettes

By Gus V. Vignolle

- Westport Vaudeville
- The USAC Threat
- New Shelby Car

OF COURSE there'll be growls for not sticking strictly to racing in this space, but that's teeess. We must tell you about some of the handsome, unique and comical Christmas cards your most humble and obedient servant received. They are reproduced.

FLOYD CLYMER, the busy publisher of all kinds of auto books: The new Clymer short wheelbase compact car. This modern vehicle with the air-cooled engine located in the rear (a la Volkswagen) offers many advantages and it has single tube tires (which manufacturers now contend are new and call them "tubeless"). You will note the luxurious arm-chair seat in the front provides vision for passenger which no other car can offer, as there is no glass or hood to obstruct the view. Bumpers have been eliminated, and the feet and legs of the passenger will, of course, cushion any rear-end collision that might take place if the car is controlled by an irrespon-

Continued on page 3

Taylor Lotus Posts Victory

CAPE TOWN, South Africa, Jan. 1 --Britain's Trevor Taylor, driving a Lotus Climax, won the Cape Town Grand Prix here today. He was followed by his teammate, Jimmy Clark, about one second behind.

Joakim Bonnier, the Swedish ace in a Porsche, was third. American Masten Gregory of Kansas City, in a Lotus Climax, was fourth.

CLARK WINS SOUTH AFRICA G.P.

EAST LONDON, South Africa, Dec. 26 -- Great Britain's Jim Clark piloted a Form. 1 Lotus to a South African record today when he defeated his countryman, Stirling Moss, in the eighth Grand Prix of South Africa auto race before a crowd of 60,000.

Clark, sidelined at one stage with brake trouble, won the 200-mile race in 2 hours 6 minutes 49.2 seconds at an average speed of 92.2mph. His time beat the mark of 91.72mph set by Joakim Bonnier of Sweden.

Moss, who battled Clark all the way in what amounted to a two-car race, finished second in his Lotus Climax in 2:07:04.9.

Bonnier was third in a Porsche, Tony Maggs (Cooper Climax) was fourth and Edgar Barth (Porsche) was fifth.

JIM CLARK

Masten Gregory of Kansas City and an Englishman, Trevor Taylor, in Lotuses, retired early in the race with mechanical trouble.

Taylor gave up after the seventh lap, after leaving the track and damaging his suspension system. Gregory quit in the 10th lap with defective brakes.

Clark battled from behind after a pit stop and beat Moss by 14 seconds. It was his third straight victory on the South African circuit.

In addition to winning the race in over-all record time, Clark also set a one-lap record of 1:33.1, averaging 94.2mph. The drivers covered 80 laps over a two-and-a-half mile circuit.

The big crowd saw the race in perfect weather. Moss and Clark lapped the field.

Letters to MotoRacing

WANT PRESTIGE?

"Writing a letter to the editor is the easiest way to gain prestige in America."
—HARRY GOLDEN.

ENGINE BROKEN DOWN

Although we have only advertised once in your fine racing publication, I respectfully submit the following factual material for what I believe would be of great interest to your readers. First of all, the MAN-A-FRE theory IS patented, and it is now available for Chevy and Corvette owners, including the new "327" engine.

Few induction theories ever are worthy of a full U.S. patent, and the MAN-A-FRE actually obsoletes previous and existing log and dead air space manifolds. Let me firmly state that the MAN-A-FRE is NOT another manifold, and is patented as such. It is simply this: It is basically the theory of breaking down the V8 engine into four separate two-cylinder engines, and placing a two-barrel carburetor DIRECTLY over the intake ports of each pair of cylinders, with the very important (and patented) interconnecting BALANCE TUBE. ALL dead air space and manifolding is eliminated, and it is therefore DIRECT PORT INDUCTION. ALL four carburetors work together ALL the time, without leaning on the crutch of "progressive" or "part-time" venturi action. Two different models of Rochester carburetors are being used with outstanding success. Rochester #7015805 carburetors are being used with outstanding success. Rochester #7009912 carburetors give a total of 7.5 venturi area, and Rochester #7015805 carburetors give a total of 9.80 square inches of venturi area--used all the time.

On page two of your Dec. 8 issue of MOTORACING, you report the 1961 SCCA champions. C modified class, Pete Harrison, is using the MAN-A-FRE. He is just one of the top Corvette boys now using DIRECT PORT INDUCTION MAN-A-FRE.

The power and torque produced by the MAN-A-FRE is nothing short of fantastic-it gives perfect fuel and air distribution to all cylinders that will give exceptional economy, and it is perfect for street use since the patented balance tube will allow the engine to idle at around 500 to 600rpm--even with very wild cams.

We do not claim "patent infringement" when I direct your attention to the fact that over 95% of high output foreign engines have now discarded log and manifold induction in favor of the MAN-A-FRE theory. I invite you to find any origin of this theory other than covered in the enclosed copy of patent No. 2896597. I hope you will find this interesting.

HAROLD GRAVES
Livermore, Calif.

* * *

LOOK CLOSELY

Who is that "cat" with the shades posing as Joe Scalzo in a recent issue of MOTORACING? Phil Hill was great at the SF Imported Car Show during Q. & A. sessions.

To Frank Mason: You can win best-in-show at Del Monte's Pebble Beach Concours with a dirty car, providing you've plenty of dirty money! I'll bet VW owner that won in Beverly Hills APPRECIATED his win more than anybody ever did at Pebble.

MANUEL OTUMBA
Oakland, Calif.

MOSS WINS IN HEAVY RAIN

AUCKLAND, New Zealand, Jan. 6 - Driving a Lotus, Britain's Stirling Moss today won the New Zealand Grand Prix auto race.

Second went to Briton John Surtees; third to New Zealander Bruce McLaren; fourth to Briton Roy Salvadori and fifth to Italian Lorenzo Bandini.

Torrential rain covered the course inches deep in water and shortened the race to 100 miles from its scheduled 150 miles. The standing water took its toll of cars. Among those forced out were Australian Jack Brabham's Cooper and Scot Ron Flockhart's Lotus.

Surtees, in a Cooper, was the only driver besides Moss to complete the 100 miles. McLaren, also in a Cooper, finished third but covered only 48 laps. Salvadori finished 47 laps and Bandini 45.

Moss said conditions in the race were the worst he had ever encountered. He drove the fastest lap in 1 minute 32.8 seconds, equaling 78mph. He averaged 72.3mph.

"Stirling's just not a normal man," said Surtees during the presentation ceremony.

GT Ferrari for Moss at Daytona

DAYTONA BEACH, Fla., Jan. 5--Stirling Moss, the popular British driver and one of the top runners in the world championship campaign, will definitely be an entry for the Daytona Continental three-hour road race of grand touring and sports cars at Daytona Beach Sunday, Feb. 11. He drives a Ferrari in the FIA-SCCA approved race.

With $21,800 posted, drivers from several countries have already been assured in addition to the top stars from the US. Moss will be flying in from Brisbane, Australia, where he will be competing in a race the Sunday prior to the Daytona classic.

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FIA Rules For SCCA

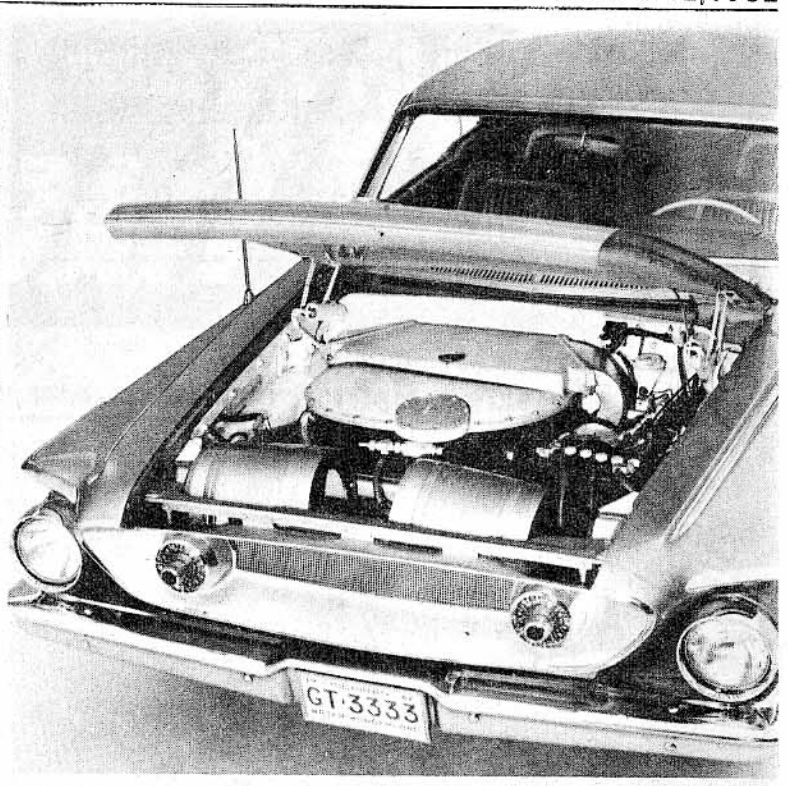
SAN FRANCISCO -- The San Francisco region of SCCA, along with other regions west of the Rocky Mountains, will operate under FIA rules and regulations for the 1962 racing season.

The regions in SCCA Areas 9 and 10 were singled out to test the FIA system one year before the national SCCA adopts FIA rules. The Western regions, however, will continue to operate under national SCCA car classifications and options, but allowable modifications to the cars will change.

The decision, reached at an Arizona meeting of the regional executives and SCCA Competition Director John Bishop, gives other Western regions the same basic system as that used by the California Sports Car Club region in So. Calif.

Long Beach, TC Club Announce Merging

According to joint announcement by Fred Sander, retiring president of the Long Beach MG Club, and Clarence Weiss of the TC Motoring Guild, the two clubs merged as of Jan. 1, 1962. Details of the affiliation have been worked out by both organizations and the merger was approved by almost unanimous vote of members of each club. The TC Motoring Guild will retain its own organization, but members will automaticlly become members also of the So. Calif. Center of the world-wide MG Car Club of England, receiving the official club publication, SAFETY FAST, direct from Abingdon-on-Thames.



THEY'VE BEEN talking of gas turbine engines for racing cars of the future. Here's a starter—engine compartment of the Dodge Turbo Dart, demonstrated here last week. Shown are two barrel-like air intake filters behind the grille, with the regenerator housing and exhaust ducts to the rear. Turbo Dart was used to test the Chrysler CR2A experimental gas engine in a cross-country engineering evaluation run.

Heavy Drop in Imports

Imports of passenger cars dropped 48.6 percent during the first nine months of 1961.

A total of 195,573 cars were shipped into the U.S. from Jan. 1 to Oct. 1, compared with 380,500 units in the same months of 1960.

In the table below monthly imports for the first nine months of 1960 and 1961 are listed for comparison.

New Passenger Car Imports Into U.S.

	1960	1961	1961 Percent Change From 1961
January	47,572	21,723	-54.3
February	64,329	21,597	-66.4
March	65,216	22,409	-65.6
April	54,521	21,370	-60.8
May	46,166	24,901	-46.1
June	33,313	23,058	-30.8
July	29,356	19,927	-32.1
August	19,361	19,012	- 1.8
September	20,666	21,576	+ 4.4
October	22,538		
November	16,985		
December	24,451		
Year	444,474		
First 9 months	380,500	195,573	-48.6

(Figures by Automobile Manufacturers Assn., Inc., Detroit.)

Economy Car News...

By MARGUERITE COOK

The success of small cars has had a marked influence on basic auto engineering trends. This is the conclusion of WALTER G. PATTON, engineering editor, SAE Journal.

The expert cites such developments as the greater use of integrated body and frame construction, efforts to eliminate unnecessary weight from vehicles, rapid rise in the percentage of six-cylinder engines.

According to Patton, two-ply tires are replacing four-ply tires on most of the smaller American cars. The average weight of US cars had declined more than 400 pounds since 1959. Most body engineers, he adds, agree that the weight of a car is dominated by its size.

A packet from the Automobile Manufacturers Assn. is crammed with preliminary 1961 facts and figures. We were interested to see that exports of American passenger cars, despite compacts, dropped to 135,000 in 1961 from 144,870 in 1960. I.E., Detroit still hasn't really invaded the foreign field, or American cars are still too expensive for overseas pocketbooks.

There were only--we should add--63-1/2 million passenger cars registered in this country in 1961. Nearly six million Americans bought cars in this country in 1961 and passenger car imports were down 49 percent over the same period in 1960--a great housecleaning among the marginal importers.

Hardly a day goes by that we don't get a new release from Studebaker-Packard and, if enterprising public relations could cure Studebaker of its ills, Studebaker would be cured. Now the company has gone and got Bernice Fitz Gibbons ("Nobody but nobody undersells Gimbels") to write a frothy feminine hand book, "Alice in Larkland" that appears in the glove compartment of every 1962 car.

Bernice, until she allegedly retired several years ago, was the world's foremost woman advertising and marketing executive in the retail field.

We hope, however, this handbook does not appear in the glove compartment of the 1962 Studebaker Lark Police Marshall, designed and engineered specifically for city patrol and pursuit requirements. So woman's magazinish is BERNICE's prose that some of our city and state's finest might blush to be caught reading it.

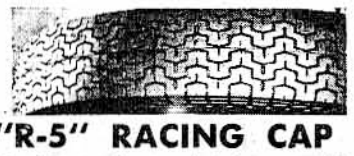
Studebaker cites the Lark Marshall as one reason for predicting a 50% increase in Lark sales to state, county and municipal governments in the 1962 model year. States that have ordered Studebaker cars and trucks since the beginning of the 1962 model year include California, Conn., Colo., Fla., Ind., Minn., N.J., No. Car., Ore., and Wisc.

Before we leave Studebaker, the company's public relations department came through with a real unique Christmas card. A shopping bag (paper), with 12 suggestions for its use, including "use as storage place for those tiresome, lack of imagination cash or check gifts."

We are indebted to the VW of America public relations office for the attractive VW calendar for 1962; pictures around the

Continued on page 5

SPORTSCAR RETREADS
World's safest retreads now available in 2 new tread designs



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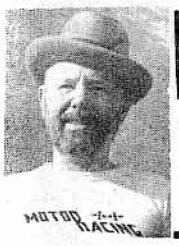


• Vignettes

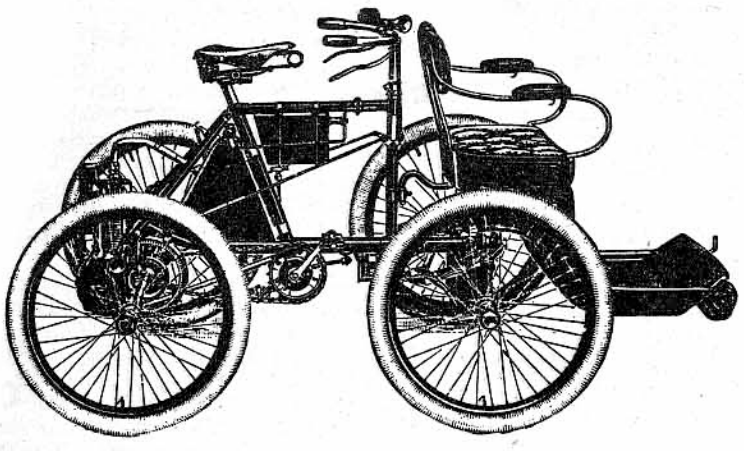
BY GUS V. VIGNOLLE

USAC Determined to Move in on SCCA's Road Racing Grounds

Continued from page 1

PHIL HILL, 1961 world's F1 road racing champion (Ferrari): This card was the most beautiful of all. In color, it was a reproduction of a painting by MICHAEL TURNER when Ferrari was 1-2-3-4 in the '61 Belgian Grand Prix. In the painting Hill leads OLIVIER GENDEBIEN, the late WOLFGANG VON TRIPS and RICHIE GINTHER.

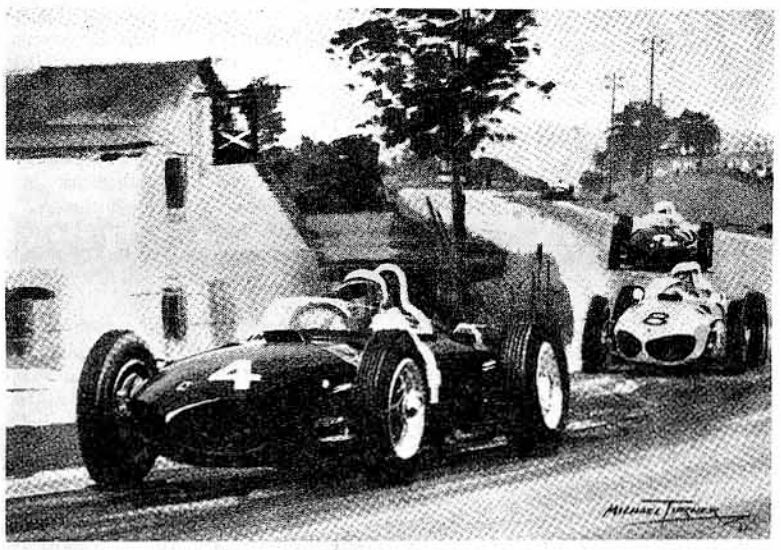
BILL NEALE,the artist from Dallas: Tops in originality. Here you have S. CLAUS, w/Dunlop overalls no less, ready to take off astride his car, a Reindeer Spl.



FROM FLOYD CLYMER

DIANA HOWARD-WILLIAMS, the capable public relations expert for the East African Safari, April 19-23: You see the right of way sought by wild animals as a car charges through Uganda, Kenya and Tanganyika in an event that's attracting the most famous names in the Golden Book of Rally Drivers.

VAUDEVILLE AT WESTPORT--You can see by the boxed story on Page 1 that the national SCCA Westport Pharaohs never had any intention



FROM PHIL HILL

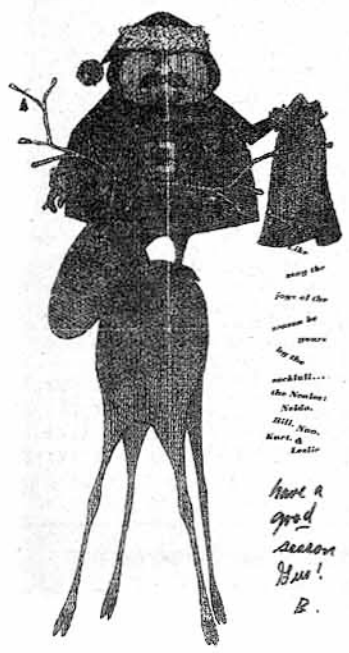
of giving the ousted LA region any kind of a nearing. No matter how guilty--and you can be sure JIM PETERSON is anything but the perfect leader--the LA group deserved a hearing.

The selfish, intellectually-arid fringe humans at that Pagliacci factory in Westport thus pulled one of the lousiest deals in the short history of the sport. The strong rumor was that they would have relented if they only could have gotten rid of Peterson, but they did not pursue this course. Many feel they should have.

Peterson continues to drop in stature. A few weeks ago he told the assemblage that the Palm Springs races were definitely set for Jan. 20-21. This was nothing but Bandini. At the next meeting he said the deal was not set. Then he said two races would be held at Pomona. More Bandini. At this writing NOTHING is set by either ex-SCCA (now USSCC) or ex-Cal Club (now CSCC-SCCA) for Pomona. Both are praying and hoping.

After the crash into the spectators there, with one death, the Fairgrounds Board is not sure it wants any more races at Pomona.

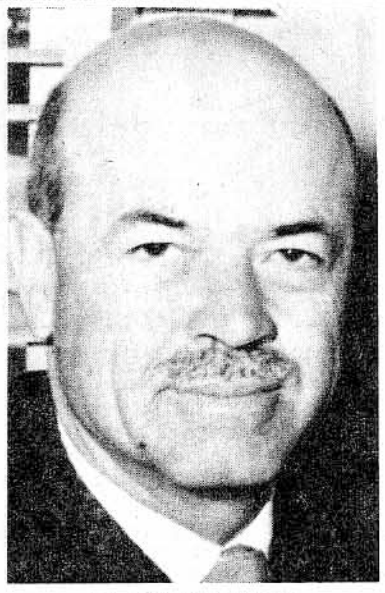
JACK HINKLE, the No. 1 Pharaoh, didn't even have the courtesy to answer our query regarding the hearing; he had a lackey attend to that. But the overtones of sheer lunacy on the part of Hinkle and his Hench-



FROM BILL NEALE

JOE PUCKETT, the cartoonist, predicts the future of W.R.C. Shedenhelm as a bullfighter.

Continued on page 6



D.D. MICHELMORE

Clubs Fight for Racing Courses

JIM PETERSON

As usual, a wide-open battle for race dates and courses has developed between the two rival road racing factions in the greater Los Angeles area ---the new Cal Club region of SCCA and the new LA chapter of the USSCC (USAC).

Neither club has much actually nailed down at this writing. Neither has sewed up much-sought Pomona.

CSCC-SCCA has a race Feb. 17-18 at "either of two near-by courses." Then come March, Riverside; April, Las Vegas; May, Santa Barbara; June, site to be announced; July, Los Alamitos horse racetrack parking lot (tentative); Sept., Santa Barbara; Oct., Times Grand Prix; Nov., site to be announced.

The Cal Club has a driver-training session at Riverside, Jan. 13.

The above slate was announced by D.D. Michelmore, club president.

As far as USSCC is concerned, there will be no races Jan. 20-21 at Palm Springs, as had been definitely announced by Jim Peterson, president of the former LA SCCA region. He said races would be staged "later over a new 2.4-mi. Palm Springs course."

Peterson also announced at his group's last meeting that there would be two races at Pomona. Fairgrounds officials have not confirmed this. It is well known the Cal Club also is striving to land Pomona.

Added Peterson: "We also have the Riverside Grand Prix (Times), one other there, plus others, but we can't commit ourselves at this time (Michelmore was in the audience when he said this)."

In short, USSCC has nothing; the Cal Club little more than nothing.

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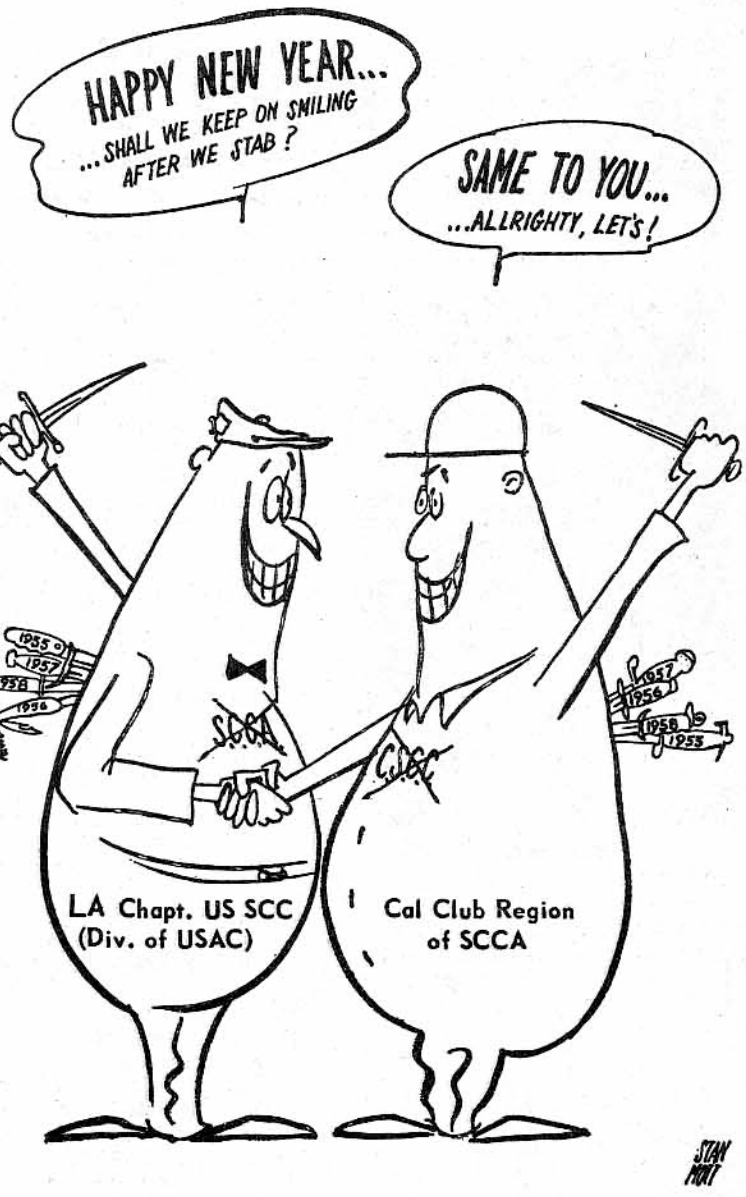
* * *

Both cars completely ready for 1962 season. Joining Bill Molle in giving up racing and taking up sex.

Bob Challman (L.A.) SP 22676


HAPPY NEW YEAR...
...SHALL WE KEEP ON SMILING AFTER WE STAB?
SAME TO YOU...
...ALLRIGHTY, LET'S!
LA Chapt. US SCC (Div. of USAC)
Cal Club Region of SCCA
STAN MOTT

THIS STAN MOTT cartoon ran three years ago in MOTORACING. It holds true today---even more so, since LA SCCA's ouster and the charter being granted to the Cal Club. The faces and attitudes are the same; only the names have been changed (and these corrections will be noted in Mott's hilarious cartoon).

RUSSIA NOW INTERESTED IN G.P. RACING

LONDON--The Soviet Union can be expected to make its debut in international auto racing soon, Moscow radio reported last week.

"Designers have attained speeds on the lighter models that have even compared favorably with world records," it added.

"Good as the drivers may be, they are good only in racing against time. They have no experience in Grand Prix racing. The Soviet Union has no race tracks for this sport. But this is only the beginning of the sport here."

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PLUGS and POINTS...

By JOE SCALZO

Vasek Polak Can Tell You About Luis Giron, a Great Motorcyclist

VASEK POLAK

WHEN THE LOCAL AFM motorcycle riders who had raced against LUIS GIRON learned that the small, 21-year-old Guatemalan champion had been killed in a traffic accident near his home in Guatemala City last Dec. 11, an almost - universal declaration came from them.

It was short and simple: "Luis was one of the best."

GIRON spent only one season--1960--running with the local AFM. But in that year, riding a 250cc NSU single, backed by ex-Guatamalan race driver JUROSLAV GUHAN and prepared in Manhattan Beach by VASEK POLAK, he won practically everything he entered, everywhere from Rosamond (Willow Springs) to Hanford.

Now to those who knew Giron's background, all this probably wasn't surprising. He started competition when he was 16 and was Central America riding champion many times.

His most spectacular Guatemalan race, but the one he probably would have liked to forget the most, came when he was riding a Norton. At 100 or so, the bike abruptly seized its engine and stopped, bang! Giron sailed through the air and picked up pavement burns and a headache.

One of the things about his Calif. racing that was particularly notable was his antics with the "big boys" riders who ran the 350cc and above rigs. At Hanford, he entered his 250cc in the unlimited event and was running away with it until a bad-looking end-for-end spill on the banking stopped him.

Although 1960 was his only year of running locally, 1961 was probably his most important. Riding his NSU at Daytona Beach, Fla., in the Intl. contest, he took 3rd in class. Only a works Honda four and 250cc World Champ Mike Hailwood (Mondial) were ahead of him. Impressed with this, the Yamaha bike concern gave him a factory machine to run at the Isle of Man. Unfortunately, in a practice spill, Giron broke his leg and didn't get to run.

Nonetheless--and here is what makes his fatal accident all the more tragic--shortly after this he was approached by the Italian Gilera people and signed a contract to run a factory 500cc 4-cylinder team bike in all of 1962's European championship races.

His traffic accident was one of those "freak" type things. He was in his AH Sprite and slid into a cement post--the only cement post on the road.

He was a fast one. Up at Rosamond, in a training session, rider JACK DUQUETTE was once saying, "So all year long I've been trying to get down to 1:50, and he (Giron) does something like 1:47 his first time on the track."

* * *

Much of the info for the above yarn came from the late Giron's sidekick, SALVADORE (SALVA) SOTO, who rode almost as a team with Giron in Central America, and now lives in Hermosa Beach.

"Luis was on his way to the big-time in motorcycle racing," Soto said.

Soto knows racing himself. Just 19 years old, he's a past Central American 125cc class champ, and has ridden a wide variety of motors--Moto Maya, NSU, Honda, Ducati and Norton.

His favorite machine is the Honda four he ran at Santa Barbara last Memorial Day, finishing 2nd in class to DON VESCO.

Soto works at Vasek Polak's Porsche Shop in Manhattan Beach and is an ace Porsche tuner; the future will see if he's an ace Porsche driver. Polak is having him race an RS Porsche at an upcoming February race in Mexicali. "I've never raced a car before," Salva says, "but I've driven in the Riverside training sessions a lot." He admits he would never want to abandon motorcycle racing altogether in favor of cars.

Polak, a Czech, recognized one of the world's best Porsche tuners (he goes to Sebring with the factory Porsche entries practically every year) is a former motorcycle rider himself, having raced a 250cc English Rudge-Whitworth during 1948-49 in Europe.

Polak's Manhattan Beach shop is a real racing center, with various racing Porsches lined up. BOB CHALLMAN is general manager.

For '62, Polak is getting the RS61 Porsche that MOSS ran in the Targa Florio. "JACK McAFEE will drive it." He gives McAfee a plug. "Jack won that 2nd heat at Laguna Seca in one of the oldest model RSKs; a car that handles inferior to an RS60 or '61."

Who's the best Porsche driver around? "Well, BOB HOLBERT is very good, but you have to remember he races so much that he can stay in good form all the time. With our races out here, a driver can get out of shape in the long waits between races."

BILL MOLLE, Playa Del Rey dentist, heads for the Sebring 12-hour race this year. He's going to

Continued on page 7

VALve CLATTER

BY VAL MARRS

MORE SENSELESS PRECAUTIONS are being taken to smuggle children into the pits than were ever used to sneak booze through the gate! Tonneau covers cover tots, tool kits carry kids, and lunch boxes bear babies. One service car always carries eight spare tires. The driver isn't really that rough on rubber...he has seven skinny kids!

A couple of almost forgotten faces turned up at Del Mar. FRANK "THE BARON" ALDHOUSE was piloting an Alfa again. He hasn't been around for almost a year. JOHNNIE MARTIN of the famed JOHN R. MARTIN vs. CAL CLUB fight is in the scene again after serving time with the Army. Johnnie was driving a Jowett-Jupiter Spc (!) but it looked more like a Stanley Steamer with each lap completed. He finished the race with the help of one box of oatmeal, two pounds of Perm-A-Tex, and a half can of hair spray! He collected a trophy, too, by golly!

"DOC" SCHOENEN broke his Devin-Panhard at Del Mar, drove home mad and plunked down a payment on DR. CHET BURGRAFF's Lotus Fiat. DOC thinks the switch from left to right, front to rear, is drastic enough to keep him out of racing 'till summer. He wants to get in plenty of practice before he has competition.

DATSUN is putting a new 1187cc engine into the SAM TAYLOR-PAT STADEL Lotus. SAM says he's anxious to try a true Japanese Lotus. He also reported the home factory is developing a 1500cc over square engine with an eight-port head. Again, no idea when....

The FRA people are having a hard time putting out their news with the deadline two months ahead of publication. They can never be sure the subject will still be in existence. Formula IIIs have always been known as unreliable but the Juniors are sometimes antiquated while they're still on the boat! Passing thought....Remember how the Formula Jr. class was first touted as a poor man's class? All you had to do was tear the fenders off the wife's TD and go racing! CHEEEE!

'61 MOTORACING RACE STANDINGS

Continued from page 1

CLASS E MODIFIED

1. Scooter Patrick (PAM Porsche). . . . 139
2. Steve Herrick (RS60 Porsche). 78
3. Ken Miles (RS60 Porsche). 73
4. Jack McAfee (RSK Porsche). 44
5. Ted Peterson (Maserati). 41
6. Olivier Gendebien (Lotus 19). 26
7. Don Holle (Mowag MG). 24
8. Dick Hogue (Cooper Monaco). 18
9. Jim Parkinson (Osca). 9
10. Bob Challman (Lotus-MG). 5

CLASS F MODIFIED

1. Hank Montenon (RS Porsche). 82
2. Bob Challman (RS Porsche). 68
3. George Follmer (RS Porsche). 58
4. Ken Miles (RS Porsche). 39
5. Bill Lewis (RS60 Porsche). 35
6. Roger Pitts (550 Porsche). 16
7. Doug Sharman (550 Porsche). 15
8. Leon Duhamel (Cooper). 12
8. Dick Hall (RSK Porsche). 12
9. Frank Monise (Williment). 10
10. Hank Tubman (Lotus). 8

CLASS G MODIFIED

1. Ron Hathaway (Lola). 162
2. Art Snyder (Lola). 156
3. Frank Monise (Lotus XI). 150
4. John Timanus (Manx Lotus). 55
5. Chuck Tannlund (Lotus XI). 50
6. Don Maslin (Lotus XI). 49
7. Harvey Mayer (Lotus XI). 45
8. Bill Molle (Lola). 40
9. Butch Owsley (Lotus XI). 33
10. Pete Brock (Lotus XI). 32
10. John Miller (Lotus XI). 32

CLASS H MODIFIED

1. Ingvar Linquist (Saab sp.). 102
2. John Bukowski (Miller Crosley). . . . 98
3. Rich Padock (Lotus-Fiat). 52
4. Dick Schoenen (Panhard-Devin). . . . 43
5. Chet Burgraff (Lotus-Fiat). 41
6. Jim Starbuck (Fiat-Crosley). 35
7. Jack Sparks (Fiat-Crosley). 30
8. Bob Erickson (Crosley). 25
9. Bill Molle (Panhard). 20
10. Don Runyon (Rom. sp.). 19

FORMULA JUNIOR

1. Jack McAfee (Lotus 20). 173
2. Pat Pigott (Lotus 20). 149
3. Ed Leslie (Lotus 18). 148
4. Stro Jones (Lotus 20). 108
5. Ray Seher (Lotus 20). 100
6. Jack Dalton (BMC). 97
7. Ray Altman (BMC). 91
8. Bruce Eglington (Lotus 18). 84
9. Ron Hanford (BMC). 71
10. Robert Nethercutt (Lotus 20). 63

CLASS B PRODUCTION

1. Dave MacDonald (Corvette). 64
2. Paul Reinhart (Corvette). 58
3. Bob Bondurant (Corvette). 51
4. Red Faris (Corvette). 33
4. Bill Sherwood (Corvette). 33
5. Ralph Morris (Corvette). 25
6. Doug Hooper (Corvette). 24
6. Scott Briley (Corvette). 24
7. Bob Dickson (Corvette). 19
8. Bill Krause (E-Jaguar). 14
9. Joe Freitas (Corvette). 12
10. Herb Lutz (Corvette). 11

CLASS C PRODUCTION

1. Pete Culkin (300SL). 65
2. Hap Richardson (Jaguar). 51
3. Frank Saraga (Jaguar). 45
4. Al Eurengy (Jaguar). 16
5. Merle Brennen (Jaguar). 3
5. Chick Lofgren (Jaguar). 3

CLASS D PRODUCTION

1. Pete Haywood (AC Bristol). 139
2. Don Wester (Porsche Carrera). . . . 134
3. Walt Davis (Porsche Carrera). . . . 98
4. Jay Hills (Porsche Carrera). 85
5. Elgin Holmes (Porsche Carrera). . . . 76
6. Jim Neiland (AC Bristol). 43
6. Jim Greaves (Daimler). 43
7. Clyde Freeman (Porsche Carrera). . . 41
8. Al Norman (AC Bristol). 40
9. Al Cadrobbi (Porsche Carrera). 36
10. Ken Hayes (AC Bristol). 34

CLASS E PRODUCTION

1. George Follmer (Porsche). 181
2. Don Wagner (Porsche). 161
3. Frank Copeland (Porsche). 151
4. Emil Pardee (Porsche). 148
5. Bob Kirby (Porsche). 128
6. Frank Crane (Morgan). 118
7. Steve Dredge (Morgan). 112
8. Ed Barker (Porsche). 108
9. Danny Stephens (Austin Healey). . . . 100
10. Carl Swanson (MG). 89

CLASS F PRODUCTION

1. Charles Gates (Porsche). 263
2. Dave Jordan (Porsche). 254
3. Alson Brizard (Lotus Elite). 247
4. Bob Ward (Lotus Elite). 144
5. Joe Catron (Porsche). 125
6. Nevin Lyon (Porsche). 119
7. Tom Milana (Alfa Romeo). 97
8. Ed Mackey (Alfa Romeo). 90
9. Forrest Tindall (Porsche). 76
10. Dick Treloar (Elva). 73

CLASS G PRODUCTION

1. Stan Schaeffer (Alfa Romeo). 75
2. Frank Smith (Alfa Romeo). 71
3. Tom Tobin (Alfa Romeo). 55
4. Mike Chamberlain (Alfa Romeo). . . . 19
5. John Vandermale (MG TC). 15
5. Ed Lynch (Alfa Romeo). 15
5. Doddie Warford (Alfa Romeo). 15
6. Jay Stuhldier (Alfa Romeo). 13
7. John English (Alfa Romeo). 11
7. Fred Bivens (MG TD). 11
8. Angelo Monti (Alfa Romeo). 10
9. Larry Dilly (Alfa Romeo). 9
10. Mark Sanders (Alfa Romeo). 6

CLASS H PRODUCTION

1. George Cheyne (AH Sprite). 176
2. Ken Steele (AH Sprite). 154
3. L.E. Randolph (AH Sprite). 135
4. Fred Church (AH Sprite). 86
5. Phil Brinks (AH Sprite). 84
6. Dick Boyle (AH Sprite). 79
7. Mike Worlund (AH Sprite). 72
8. Jake Platek (AH Sprite). 68
9. Don Burrows (Lotus 7). 67
10. Bill Young (AH Sprite). 54

CLASS I PRODUCTION

1. Joe Kovach (Fiat AZ). 118
2. Dan Parkinson (Fiat AZ). 109
3. Marshall Owen (Fiat AZ). 37
4. Fred Keyser (Fiat AZ). 29
5. Glen Stilley (Fiat AZ). 27
6. Faye Stilley (Fiat AZ). 26
7. Paul Stilley (Fiat AZ). 14
8. Ken Gardner (Fiat AZ). 10
9. Dallas Dickson (Fiat AZ). 7
10. Frank Aldhaus (Fiat AZ). 6

NEW USSCC

Continued from page 1

arch-rival, the Cal Club---now known as the Cal Club region of SCCA.

Where before the ex-SCCAers were foundering in the shoals of obscurity, now they are aligned with a national racing group that bids fair to cut in on SCCA's goal of singularly running road racing in this country.

Cal Clubbers, who had dismissed the banished local SCCA region with a shrug, now opened their eyes in amazement, aware that here now was a group that posed a distinct threat in So. Calif. It all hinges on whether they can come up with more courses and race dates than the Cal Club. At this point, LA USSCC has come up with exactly nothing.

Bob Estes, a USAC official, gave the "new" group a pep talk. He said there is now no worry about race insurance, the biggest blow after the SCCA banishment. The new USSCC will be able to avail itself of USAC's insurance with Continental Casualty Co., Estes declared.

USSCC is set up to stage both amateur and pro races. There was a long, incomprehensible discussion on dues that did not satisfy the membership. One owner-driver told me that once, to enter a USAC pro race, he had to take out an owner's and driver's license and pay other dues that eventually totalled $127. He wants no part of USAC.

(Earlier, Peterson said LA members in good standing automatically became USSCC members, and if they had paid SCCA national dues, they would automatically be credited by USAC national. USAC national dues are $15 yearly as compared to $10 for SCCA national, but the former, Peterson said, is reducing the fee to $10.)

Peterson also said that the new USSCC:

1. Had at its disposal $40,000 worth of USAC timing equipment.
2. Will have FIA sanction, "at least for our first few races."
3. Will not stage the Palm Springs races Jan. 20-21 (as he definitely had announced at a meeting a short time before).

The newly-formed club will sanction rallies and gymkhanas in addition to road races and will supply the bulk of working officials for all USAC-sanctioned road races in the LA area.

USAC became successor to the Contest Board of the AAA in 1956, when the latter pulled out as sanctioning body for automotive contests. USAC is the only national US club embracing virtually all forms of auto racing in five divisions---national championship (Indy) cars, sprint cars, late model stocks, midgets, and formula and sports cars in road racing.

Both Peterson and USAC emphasized that USAC annually sanctions the biggest sports car race in the country---the LA Times pro GP for sports cars, staged in October at Riverside---and a similar pro race at Laguna Seca, near Monterey, Calif.

CARS LEAD

Transportation surveys in 12 US cities showed that from 75 to more than 98 percent of travel is by automobile.

WOMEN--OVER 1600CC

1. Barbara Neiland (AC Bristol). 42
2. Pat Stadel (Daimler). 23
3. Barbara Windhorst (AH-100S). 15
4. Anna Dochnal (Austin Healey). 9
5. Pru Baxter (Daimler). 8
6. Janet Gilmore (Triumph). 5
7. Jo Anne Maurer (Austin Healey). 4
8. Nancy Larson (Packwood sp.). 2
8. Louise Wilson (Jaguar). 2
8. Corky Boughton (Triumph). 2
9. Judy Mancini (Jaguar). 1

WOMEN--UNDER 1600CC

1. Paula Murphy (PAM Porsche). 80
2. Mary McGee (RS Porsche). 32
3. Joan Primeau (Manx Lotus). 31
4. Nadeene Brengle (Cooper). 28
5. Shirley Troy (Elva). 25
6. Betty Shutes (RSK Porsche). 24
7. Pru Baxter (Lotus XI). 18
8. Barbara Hall (Porsche RSK). 17
9. Alice Warren (Alfa Romeo). 14
10. Diana Kirby (Porsche). 10

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SHORT AND SWEET

BY FLAVIO ST. GERMAIN

BILL KRAUSE, former Times-Mirror GP winner, drove a midget for DOUG STITT last week at local Ascot Park. He was hit by a car, spun and was black-flagged under some kind of a rule that you can't restart. Bill will continue to race midgets, and Jan. 14 switches to CRA sprints at Ascot, driving a former Bowes Sealfast Offy for MAX MAXSON....

TED ROBERTS has a possible deal for his TV show MOTORACING with Desilu Studios. They may buy the show after lamping the pilot. How about dropping a card to Desilu Studios on Gower St., Hollywood, saying you're interested in a good sports car and road racing program?...

On Jan. 14, the CBS program TWENTIETH CENTURY will be devoted to sports cars and racing. Title: "SPORTS CARS---THE RAGE TO RACE." Hambro Auto Corp. aided the producers during the filming. Says IAN KERR of Hambro: "I believe the star of the show, WALTER CRONKITE, will be seen driving an Austin-Healey....

LA chapter of the new US Sports Car Club, successor to LA region of SCCA, installs 1962 officers and makes annual awards (incl. Pacific Coast Championship awards) at a dinner-dance Friday, Jan. 12, at the Calif. Racquet Club, 3084 Motor Ave., Cheviot Hills. JIM PETERSON (re-elected) heads new slate of officers. Cocktails kick the shindig off at 7 p.m. Music to DON RICARDO's high-classed ork. Mail reservations to Secy. JANE SULLIVAN, 1241 No. Harper St., LA....

In a recent blurb, CAR & DRIVER mag said it is the country's largest selling automotive publication, with a circ. in excess of 200,000....

DICK MC ALLISTER, Anaheim, was installed as 1962 prexy of the Long Beach MG Club at a posh banquet at the LB Petroleum Club on Jan. 5. Other officers: JIM MC QUILLAN, vice-pres; BOB NEAL; scoring team chm, JACK DUNCAN; Fashion Sq. Concours d'Elegance chm, FRED SANDER, the sharp, hard-working outgoing president of this livewire group....

JOSH HOGUE, dean of sports car columnists on the Pacific Coast, reports in the San Francisco Chronicle that KJELL QVALE will sponsor an entry in the next Indy 500---either a supercharged Cooper or an unblown 340hp Vanwall. Among probable drivers, said Josh: PHIL HILL or AUGIE PABST....

Motor racing publicist GERI FLEMING and TONY COLDEWEY, auto racing promoter and So. Calif. rep for NASCAR, were married recently in Las Vegas. They'll spend two months in Daytona Beach before making their home in the San Fernando Valley about the first of March....

JACK MARTIN, former Compton Renault dealer, and his office manger, charged with defrauding customers, creditors and other dealers out of more than $250,000, last week got 1-14 year jail terms....

Next meet of the No. Calif. Sports Car Council will be held Jan. 26 at 4100 El Camino, Palo Alto. 1962 officers will be installed and 1961 awards will be made, including th O'Hara trophy to the club sponsoring the rally voted best by contestants....

LA Women's Sports Car Club installation dinner-dance will be held Jan. 27 at the Glen Aire Country Club in Encino, according to ELLA MAY DOWNEY, banquet chairman. Guest of honor will be PHIL HILL, 1961 world's road race driving champion. Driver AK MILLER will be guest speaker. DON RICARDO'S ork will provide the music. Call SUE CANNON, OX 8-2440, for reservations....

Natl. SCCA rally champions for 1961 were LARRY and HELEN HOUGH, Westport, Conn., Mercedes-Benz 190SL. They also won the NY TIMES award for top rallyists of the year. Sports car race driver of the year was BOB HOLBERT, Porsche, Warrington, Pa....

Do not be surprised if the British Motor Corp. take over Rolls-Royce Ltd....

Econ. Car News

Continued from page 2

world, plus maps. (That's one nice thing about doing a car column. You never have to buy calendars.) We were amazed by the number of Christmas cards we received. Even one from ETIENNE DE VALANCE from Panhard in Paris.

Personnel changes: A.R. GALE, San Francisco vp of Ampex Corp., as president of the newly-formed Studebaker International S.A., with headquarters in Lausanne, Switzerland; ALEXANDER WILNER, vp, foreign division, White Motor Co., has been elected chairman of the export committee of the AMA.

Stats: VW of American reports October sales of 17,777 vehicles brought the 1961 total to 172,385 compared to 157,156 in 1960, a 9.7% gain.

Only West Germany reports purchase of more VW's than does the US.

In passing, the AMA lets us know that the Chicago Motor Club in 1912 organized a tour around Lake Michigan, which according to one reporter of the day, "led through country that is practically unknown to the motoring world." That, my friends, is what you mean when you refer to the good old days.

SLALOM COLUMN

By DENNIS McCOSH

The 1961 So. Calif. slalom year is over and SCCSCC is preparing for 1962. The Slalom Code is being revised to fill in gaps found this year and to account for changes in existing marques and new models.

The past year has been the most successful in the three-year history of SCCSCC Championship slaloms, with 188 drivers of 30 clubs earning points.

Pacific Sports Car Club, with 32 drivers earning a total of 4497.3 points, was the top club in both points and attendance for the third consecutive year, while Renault Owners Club had the top rated event of the year.

Individual top performances in the five categories were:

Men's Sports--Mal Doherty (Glendale FCCA). This makes the third year in a row that Mal has driven his concours Austin-Healey (4) to the top of this category.

Men's Sedans--Lee Kelso (Pacific SCC) after finishing third last year, Lee put his NSU Prinz in the top sedan spot winning all but one event.

Women's Sports--Betty Huston (RAM Triangle SCC). Betty, in a Porsche, has been a consistent performer, taking 7th in 1959 and 5th in 1960.

Women's Sedans--Terry Kelso (Pacific SCC) The other half of the Prinz couple from PSCC and equally successful.

Modified--Dave Lehmann (Renault Owners Club) Dave had no trouble putting his Caravelle Renault 4CV on top in his first championship year.

The first slalom of 1962 will be Pacific Sports Car Club's "Sea Horse III" at Chavez Ravine Naval Reserve Training Center Sunday, Jan. 28. Entry fee will be $3 for single entries and $5 for mixed couples. The event will conform in all respects to the 1962 SCCSCC Slalom Code.

FINAL 1961 SCCSCC SLALOM STANDINGS

Men's Sports

1.	Mal Doherty	GFCCA	587.2
2.	Bill Barmore	SCMG	570.6
3.	Wes Mc Millan	SCMG	559.6
4.	Frank Riddle	CSC	509.1
5.	Lyman Clower	RAM	421.0
6.	Dan Dow	LSCC	415.7
7.	Herm Hartung	POC	363.2
8.	Larry Miller	SCMG	360.4
9.	Chuck Lamoreaux	NRSCC	355.3
10.	Jim Heltsley	ISCARA	328.4
11.	Ralph Goin	AHOC	324.4
12.	Sid Fleischer	NRSCC	313.7
13.	Ross Potter	ROCA	305.8
14.	Cliff Gillan	AHOC	303.4
15.	Bud Huston	RAM	289.9
16.	Eiichi Kamiya	NRSCC	287.1
17.	Leo Mc Cormack	RAM	285.9
18.	Mike Evans	PSCC	268.4
19.	Walt Lister	PSCC	263.8
20.	Eddie Edwards	SBFCCA	256.9
21.	Albert Balsitis	RAM	246.8
22.	Vic Trodd	LBFCCA	242.2
23.	Dan Newton	PSCC	240.0
24.	Walley Reed	SCMG	235.3
25.	Jay Harrison	ISCARA	230.2
26.	Lew Kingston	LBMG	212.9
27.	Don Kinsinger	ISCARA	211.9
28.	Erwin Rodemsky	RAM	198.8
29.	Dennis Mc Cosh	PSCC	191.9
30.	Walt Harper	LBMG	190.2
31.	Steve Quigley	LSCC	181.6
32.	Warren Kleven	PSCC	179.6
33.	Richard Hulan	RAM	165.8
34.	Dalton Danon	SCCA	164.6
35.	Eddie Atkinson	AFCC	146.2
36.	Bill Brandes	SWSCC	139.7
37.	Danny Mc Keever	OCSCC	137.5
38.	Sherm Allen	PSCC	129.0
39.	C. L. Olson	ISCARA	127.6
40.	Bill Vandersands	ISCARA	126.9
41.	Tom Funston	OSCSS	123.4
42.	Fritz Melsheimer	PSCC	123.1
43.	Barry Abel	PSCC	119.2
44.	Don Wilcox	SCCA	113.3
45.	Jack Fellin	NRSCC	110.2
46.	Louis Johnson	GFCCA	108.4
47.	Bill Edge	CSC	106.7
48.	Jim Waters	RAM	106.1
49.	Jim Johnson	SCMG	106.0
50.	Jack Lyon	PSCC	102.8
51.	Robert Tharp	CCT	100.2
52.	Al Caudebec	AHOC	100.0
53.	Gordon Karrel	PSCC	98.3
54.	Chuck Alexander	SCMG	94.9
55.	David Snow	VCSCC	91.7

Continued on page 6

Here Are Figures On Times-Mirror Race

REPORT OF RESULTS OF ACTIVITY
CONDUCTED FOR A CHARITABLE, PHILANTHROPIC OR PATRIOTIC PURPOSE
FILL IN AND RETURN TO THE
CITY DEPARTMENT OF SOCIAL SERVICE
Room 1200, City Hall
LOS ANGELES 12, CALIFORNIA

Rec'd ____ by ____
Assign. Index ____
O. of B. ____
Rep. Due Index ____
Gen. Inf. Card ____
Statist'l Record ____

SSA-Form 6-2511

LOS ANGELES TIMES-MIRROR COMPANY
Name of Organization | Address | Zone | Telephone

REPORT FORM FOR—Ball, Banquet, Barbecue, Breakfast, Card Party, Carnival, Circus, Concert, Contest, Dance, Dinner, Dinner Dance, Exhibit, Fair, Fete, Game, Lecture, Luncheon, Motion Picture, Musical, Opera, Pageant, Picnic, Play, Race, Recital, Revue, Sale of Advertising Space, Show, Social, Supper, Tea, Theatre Party, Theatrical, Etc.

GRAND PRIX FOR SPORTS CARS
State Kind of Activity

Held (on) (from) OCTOBER 14, 1961 to OCTOBER 15, 1961
(Date or dates must be shown)

RECEIPTS:

Ticket Sales or Admission Charges	$121,147.40
Sale of Advertising Space	9,637.25
Returns from sales of refreshments, novelties, and/or operation of concession booths	
Other receipts (Itemize)	1,849.87
Total	
Federal, State and City Taxes	
TOTAL RECEIPTS (less Federal, State and City Taxes)	$132,634.52

EXPENSES OF SOLICITATION OR ACTIVITY:

Salaries, Wages, Commissions	$ 8,214.39
Remuneration to promoters or managers	
Remuneration to Entertainers or Participants	
Commission to any organization authorizing appearance of artists or entertainers	2,465.00
Music	
Rental (auditorium, hall, building, store room, grounds, or other space)	14,118.41
Rental or purchase of equipment	3,391.32
Disbursed for reservation charges (such as per plate costs, etc.)	
Food purchased (for luncheon, dinner, banquet, barbecue, etc.)	
Cost of refreshments, novelties, etc. for resale	
Decorations, favors, costumes, uniforms	
Prizes	32,038.94
Printing, postage, stationery	3,689.34
Telephone, telegraph, radio, television time	645.11
Advertising costs	8,779.82
Publicity costs	
Transportation	2,879.29
Night Club Track Expense	6,014.09
Other expenditures (Itemize)	1,211.64
TOTAL EXPENSES OF SOLICITATION OR ACTIVITY	$83,447.35
NET REMAINING FOR CHARITABLE PURPOSES	$49,187.17

DISTRIBUTION OF FUNDS — Furnish detailed information. If solicitation was in behalf of another organization or association show its NAME, ADDRESS, DATE funds were released and AMOUNT.

TO LOS ANGELES TIMES & MIRROR CHARITIES FOR FUTURE DISTRIBUTION BY THE BOARD OF DIRECTORS. $ ____

THIS REPORT MUST BE SIGNED BY TWO OFFICERS OF THE ORGANIZATION

THE TIMES MIRROR COMPANY — December 27, 1961
Name of Organization — Date Submitted

Signature of Officer — Title — 202 W. First St. (Address) — L.A.53 (Zone) — MA. 5-2345 (Telephone)

Signature of Officer — Title — 202 W. First St. (Address) — L.A.53 (Zone) — MA. 5-2345 (Telephone)

READ CAREFULLY:
Article 4, Chapter 4, of the Los Angeles Municipal Code requires:
(1) That a report be filed on this form with the Department of Social Service within 30 days after the close of a solicitation;
(2) That it be signed by the two officers of the association making the solicitation who filed or were obligated to file the Notice of Solicitation, thereto;
(3) That this report show "the contributions received from or as a result of any such solicitation, and in detail all expenses of or connected with such solicitation, and showing exactly for what uses and in what manner all such contributions were or are to be disbursed or distributed."

Form 62-52—62—62-52 62-53 (Use other side when above spaces are insufficient)

MOTORACING publishes for the first time (as in past years) figures showing the "take" for the LA Times-Mirror charity sports car races at Riverside last October. LA Dept. of Social Service revealed percentage of expenses to gross receipts was 62.9. Read VIGNETTES for comparison of figures to 1960 race.

WANTED
For cash, Ferrari used 60-61 Berlinetta in good or better condition. Disc brakes, TR heads etc. State price and send picture if available.
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SALES & SERVICE
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1402 North Central ALpine 4-2169

• Vignettes

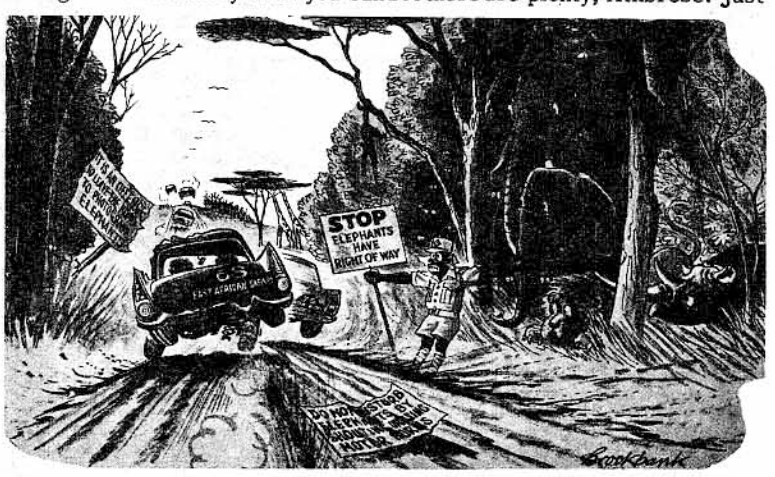
Continued from page 3

men resulted in a situation that may prove devastating for the gaseous SCCAers.

More than a year ago, one of the Pharaohs told me that the No. 1 objective of national SCCA was to kick USAC the hell out of the road racing picture in America. He said SCCA had no use for this Johnny-Come-Lately into road racing, and why couldn't USAC stick to its goddam Indy-car racing, midgets and all that jazz?

Last week a USAC announcement carried words that crackled with venemous fire as far as SCCA was concerned. This was the formation of the US Sports Car Club, a division of USAC, which the ousted LA SCCAers joined with glee. (The full story appears in other columns.)

There is a lot behind this--and more than meets the eye. I will tell you WHY. This new outfit is the haven for all the discontents (with SCCA) throughout the country. And you can bet there are plenty, Ambrose. Just



FROM DIANA HOWARD-WILLIAMS

locally, the San Diego region can be cited as a perfect example.

A year or so ago, the powerful San Francisco region was on the verge of telling Westport to go to hell and bolt. Some guys up there even now are not too happy. There are other similar regions in the US. When you only have one outfit, it's awfully tough to do anything. Just like a city with one newspaper--you just have to swallow the verbiage and like it, or count solely on the stupid idiot box.

USAC, however, has been in pro road racing in a 1/2---ed sort of way. Lots of guys got hot at 'em; unless they come up with courses and races, SCCA definitely will steal the play. Meanwhile, the new USSCC plans on both amateur and pro races.

Said USAC after the LA signup: "(We) would look favorably upon other requests by local clubs throughout the US to join USAC in the same manner." We are endeavoring to get a copy of this issue of MOTORACING in the hands of EVERY single SCCA member throughout the US.

Added USAC: "It will serve as a stepping stone for qualified amateur drivers who have ambitions to make automobile race driving a professional career, to upgrade themselves from the club racing activities to the professional divisions of USAC both in road racing and track."

Sounds sweet? Yes, but only if USAC comes up with races; otherwise, it would do well to get road racing out of its system once and for all!

Of course, USAC boasted that it sanctions the big Times race at Riverside each fall. Now USAC has in its fold ex-SCCA, which was just a figurehead as far as this race has been concerned. The thing was actually put on by the Cal Club, which is now SCCA. So what now, Sapphire?

So I called GLENN DAVIS at the Times. he said they certainly were not going to let the Cal Club down, regardless of its new affiliation and after the good job the group had done in the past. Davis played it cool, not wanting to ruffle anybody's feelings. He said in the past they had gone to HENRY BANKS for the USAC sanction, to CHARLES MORAN for the ACCUS-FIA sanction, and to Westport and the Cal Club for the blessings and assistance from those two bodies. "We are not going to let the Cal Club down," added Davis.

It will be interesting to see what happens on October of 1962.

* * *

Talking about the Times race (see 1961 report, Page 5), the "take" was slightly less than 1960, expenses more, and charity got about $6000 less. 1961 ticket sales were $121,147.40 as compared to $127,357.02 in 1960. Total receipts (less taxes) were $132,214.39 for 1961 as compared to $135,329.33 for 1960. Expenses: 1961---$83,447.35; 1960---$80,181.00. Net for Times-Mirror charities: 1961---$49,187.17; 1960---$55,148.33.

* * *

More than a year ago, CARROLL SHELBY was all hot on producing a new sports car with Chevy mill. But that's all changed---now it'll have a Ford engine. He was to leave at presstime for England to test his machine at Silverstone and Goodwood.

The car has a new AC chassis and Ford V8 engine, develops 250hp (this figure will be higher, watch) and weighs 1800 lbs. dry. Plans call for installing a bigger rear-end. It has a distinct Ferrari look.

This will be a production sports car, assembled here, and the objective is to blow off the Corvettes. Shel hopes to have the car entered at Le Mans, June 23-24. I asked him why he switched from Chevy to Ford. He said because Ford has the best of the compact engines and is 100 lbs lighter than Chevy's.

Continued on Columns 4, and 5

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SLALOM COLUMN

Continued from page 5

56. Ralph Morley	CCT	91.7
57. Jack Sparks	PSCC	90.5
58. Joel Crain	SCMG	89.5
59. Dave Conklin	NRSCC	88.9
60. Francis Schmidt	ISCARA	88.6
61. Les Landstrom	NRSCC	79.3
62. Denis Green	ISCARA	77.8
63. T. Hemmele	GGFCCA	77.7
64. D. S. Marden	NRSCC	77.5
65. James Hightshoe	ISCARA	77.1
66. Bud Cooper	RAM	73.0
67. Ed Cheser	RAM	71.2
68. Walt Matney	AHOC	71.2
69. Fred Von Seeth	CSC	69.1
70. Bob Short	AFCC	69.0
71. Chop Suling	SBFCCA	68.5
72. John Linz	PSCC	68.4
73. Fred Burke	SBFCCA	67.1
74. R. Ledford	CFCCA	64.5
75. B. Thompson	NRSCC	62.0
76. Bill Adams	OCSCC	59.2
77. Bill Clark	SCMG	57.6
78. Dave Lewis	PSCC	56.2
79. Roger Baeder	SCCA	55.5
80. Larry Broyles	AHOC	54.3
81. Larry Rhoades	SCMG	54.2
82. Dennis Simms	RAM	52.8
83. John Alford	CFCCA	52.0
84. Wayne Brown	PSCC	51.7
85. Fred Mac Donald	CSCC	51.6
86. Robert Kerry	CCT	51.5
87. Fred Church	SCCA	50.3
88. Mike Neary	PSCC	50.0
89. Al Rosenheck	NRSCC	49.3
90. Jim Rawlins	CCT	49.0
91. Jeff Sadler	SBFCCA	48.1
92. Martin Blair	SCMG	48.1
93. Dan Shumate	GFCCA	45.3
94. Richard Brass	SCCA	43.4
95. Ken Booth	OCSCC	42.2
96. Eric Frith	PSCC	41.0
97. Yukio Fujimora	OCSCC	40.2
98. Bob Craik	LMSCC	39.6
99. Lou Anderson	NAASCC	39.2
100. John Hedblom	AHOC	37.7
101. Don Zolonz	PSCC	36.7
102. Bob Purdy	SCCA	36.3
103. Gary Flynn	LBMG	35.9
104. A. Wilen	NRSCC	34.6
105. Ed Wallace	SCCA	33.8
106. C. Stewart	ADSCC	32.3
107. Al Hicks	LSCC	32.1
108. Mike Kotrha	SCMG	31.0
109. Terrel Barlow	TROC	28.5
110. B. Martin	FCCA	27.7
111. Ed Lynch	CSCC	27.4
112. Martin Koeth	AHOC	27.2
113. Dennis Smith	AHOC	27.2
114. Avery Rawlins	CCT	26.0
115. Jim Medland	PFCCA	25.3
116. Ed Randolph	NRSCC	25.1
117. David Ellis	ROCA	22.4
118. Roy Walker	LMSCC	22.0
119. Chuck Zamzon	PSCC	20.6
120. Jerry Willburn	MORGAN	18.6
121. Clifford Vaughs	ISCARA	18.5
122. Owen Harvey	PSCC	18.4
123. Al Axelrod	AHOC	10.1
124. Ken Swanson	LBMG	9.7
125. Paul Ankeny	NRSCC	8.4
126. Robert Hopkins	CCT	4.8
127. R. Kadel	SCMG	2.8
128. P. O'Corr	ISCARA	2.3
Men's Sedans		
1. Lee Kelso	PSCC	532.3
2. Bill Cunningham	PSCC	468.5
3. Don Bowen	ROCA	428.4
4. Jim Whiteside	ROCA	366.4
5. Wayne Morville	PSCC	171.5
6. Bill Coops	GFCCA	164.1
7. Robert Hart	AHOC	141.2
8. Bert Hamrick	LSCC	111.3
9. Mike Davis	ROCA	97.2
10. Jack Johnston	ROCA	83.4
11. Peter Dubin	ROCA	75.7
12. P. Kirkling	ROCA	69.1
13. Harry Melts	PSCC	66.8
14. Mort Polak	ROCA	63.0
15. Lynell Appel	ROCA	62.5
16. Robert Peirce	ROCA	54.6
17. Don Foster	SWSCC	53.9
18. Robert Hopkins	CCT	53.3
19. Pete Garland	SCMG	46.9
20. Cy Smith	ROCA	31.8
21. Larry Meikle	CCT	27.9
22. D. Schultz	ISCARA	23.7
23. Claude Powell	CCT	13.5
24. Don Stauffer	PSCC	4.7
25. Ralph Schlaefle	SBFCCA	2.5
26. Adam Hefner	LMSCC	1.2
Women's Sedans		
1. Terry Kelso	PSCC	511.0
2. Carol Coops	GFCCA	164.8
3. Jane Morley	CCT	143.8
4. Nancy Wyman	PSCC	80.2
5. Barbara Johnston	ROCA	26.2
Women's Sports		
1. Betty Huston	RAM	480.0
2. Barbara Reed	SCMG	368.2
3. Marie Water	RAM	360.0
4. Jean Clower	RAM	283.9
5. Mary Rouen	CCT	266.1
6. Sue Kleven	PSCC	255.7
7. Ruth Doherty	GFCCA	244.5
8. Deirdre Gillan	AHOC	141.8
9. Cathy Purdy	SCCA	96.2
10. Winnie Becker	MORGAN	95.4
11. Sue Mc Cosh	PSCC	83.2
12. Kay Adams	OCSCC	74.5
13. Fran Medland	PFCCA	56.6
14. Carol Ankeny	NRSCC	52.8
15. Alice Warren	PSCC	42.8
16. Nancy Widgren	PSCC	31.7
17. Bobbie Sylva	CCT	27.5
18. Carol Lovell	PSCC	25.9
19. Barbara Johnson	GFCCA	15.4
Modified		
1. Dave Lehmann	ROCA	566.1
2. Larry Sherwin	ROCA	348.4
3. Mel Zindler	ROCA	318.6
4. Ferdinand Earle	ROCA	196.0
5. Ira Cobb	OCSCC	191.1
6. Ed Wolleson	NRSCC	173.3
7. Jean Lehmann	ROCA	119.6
8. Joe Harvey	PSCC	73.4
9. Hal Hunsberger	NRSCC	50.6
10. William Erkelens	LBMG	14.2

Clark Beats Moss in South Africa Race

DURBAN, South Africa, Dec. 17--Britain's Jimmy Clark, driving a Lotus Climax, captured the Durban Grand Prix. Stirling Moss of England, in a Lotus Climax, was second and Sweden's Joakim Bonnier, in a Porsche, was third. Clark averaged 89.58mph.

FINAL CLEARANCE
All '61 model imports
Jim Parkinson
BURBANK SPORTS CAR CENTER
444 So. San Fernando Blvd.
VI-9-6081 BURBANK, CALIF.

1961 CHAMPIONSHIP SLALOM RATINGS

Detail Ratings

Club	Month	Entries	Course	Safety	Organ.	Tech	Total
ROCA	April	180	87.2	83.0	83.5	85.3	84.70
RAM	May	178	87.1	84.3	86.9	69.3	81.85
NRSCC	July	161	79.0	68.7	86.2	84.4	79.50
SCMG	June	150	67.8	80.4	84.8	81.9	78.70
PSCC	Aug	134	68.5	62.7	63.5	76.9	67.90
SBFCCA	March	136	46.6	59.8	70.2	69.0	61.39

VIGNETTES

Continued from Columns 1, and 2

BRIEFLY NOTED---Three aficionados have told me they spotted DOROTHY DEEN, who made a bundle when she sold the Triumph distributorship here to Standard-Triumph of England, in line waiting for her unemployment check. Salud!..If a course which Honda plans near Tokyo is ready by May, RAY TURNBULL (who staged those Hawaii races) hopes to take 50 cars and crews to Japan for a big sports car GP... AL PARRAVANO, importing and exporting karts, was off the other day for Lausanne, Switzerland...In our midst: GABRIEL MALVAEZ, the noted Mexican swimmer, skin driver and MGA piloto...More blasts than ever

MOTT & DAVIS STILL MOVING

against RED CRISE after the recent Nassau races. JACK BRADY reports that at the Grand Ball all Crise raved about was STIRLING MOSS, with little or nothing said about DAN GURNEY, the winner (who wasn't there). And FRANK ARCIERO, owner of the Lotus Dan drove to victory in the last two Bahamas headliners, told me this was his last excursion to Nassau. It is known there is no love lost between Arciero (and a few million other guys) and Crise. Crise and the Nassau hacks proclaimed the winner would get $5000 cash money "and much more in auxiliary prizes and benefits." Arciero said the check was for $5000 even...no accessory money (this announced the day before the race). "This barely paid expenses, so it's the last time to Nassau," said Arciero. We know a lot of others who want no more of Crise or Nassau. There is a rumor that this was the last one for Moss. Where were all the Intl. drivers this year---who else besides MOSS, GURNEY, GRAHAM HILL and the RODRIGUEZ-ES? The trouble with Red Crise is that he long has mistakenly thought he was opening the Kingdom of Heaven by having you at Nassau. Plug: the wonderful work of the gals of the Bahamas News Bureau...STAN MOTT is still karting around the world, according to a letter from Morocco. He has his headquarters in Italy.

Get off that pipe, JOSH HOGUE. Whattell you mean KJELL QVALE "started the sports car movement on the West Coast in 1947 by introducing the first MG TCs"? Josh is the dean (SF Chronicle) of Coast sports car columnists---also is a great kidder...Rumor that ROY G. LEWIS will put the kibosh on the Sebring 12-hr. race because of the scratch owed him by ALEC ULMANN after the 1960 US Grand Prix fiasco at Riverside...PHIL HILL, No. 1 on the Ferrari team, does not know who is replacing TAVONI as team manager or CHITI as chief engineer, nor any of the others involved in the mass walkout at Modena and Maranello.... Purely personal: Many thanks to the Sports Car Club of Spokane (Spok'an'Hub Newsletter) for the very kind words about MOTORACING... Check cartoon by JOE PUCKETT on Page 3 regarding the prospects of WRC SHEDENHELM as a bullfighter....Obituary---my old Snapper-Wrapper, the LA Examiner, went out with the ebb last week.

QUOTING JOSH HOGUE IN THE SAN FRANCISCO CHRONICLE

". . . The Cal Club and SCCA have been at sword's length for years due primarily to the aggressiveness of the former in putting on top-drawer events, innovating spectator attractions and surviving the falloff in attendance at club-type events by an aggressive public relations program to the press. The L.A. Region of the SCCA has been sleeping longer than Rip van Winkle.

"The Cal Club is filled with Peck's Bad Boys who have been suspended from time to time from appearing at SCCA races due to infractions that the 'boys in Wesport' frowned upon. Now a charter has been granted to this same group of renegades.

"So--what else is new?

* * *

"Thanks to the strong leadership which the members of the S.F. Region of the SCCA have always provided, the danger of a similar move here seems remote. Also, the local group has not been known to sleep at the switch and has geared its "amateur" status to the changing times with the result that blessings and approval have been bestowed upon it--not always without some pressure being brought to bear--to the satisfaction of all."

"The change in Smogville is a good one. If we may use an old expression, 'It should clean the air.'

"Now the North and the South can declare a truce and come Armistice Day, all the battles of the future can be fought on the road race circuits of the State instead of at the conference table."

L.A. CAR SHOW

So. Calif. enthusiasts get their first look at the famous Ala Kart custom car Feb. 1-4 when the 2nd annual Winternational Rod & Custom Car Show is staged at the Great Western Exhibit Center in Los Angeles.

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'61 RENAULT
Gordini Engine & 4 speed transmission. Excellent condition. 2600 actual miles. $495 exch. Terms available.
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EX 3-0321 UP 0-7511

FOR SALE:
A.C. Bristol, 1961 Stage 2, 7000 actual miles, complete with spares, roll bar, windscreen, electric pump, in absolute mint condition. Ideal for either street or track. Run in only four races, then detailed to perfect condition. SANDY GREENBLAT, 23 Grand Ct., San Rafael, Calif. Phone 456-5495.
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Plugs and Points

Continued from page 4

drive a factory-sponsored French DB with GEORGE PECK, of Florida, as co-driver.

It's an involved deal. The DB factory is supplying the body for the car; Peck is the entrant; and Molle is donating his famous JERRY FAIRCHILD 4-cam Panhard engine.

Molle, racing in the LA area since '57, and practically always driving a Devin-Panhard (TOM SPENCER owns the car now) shifted to a Lotus XI early last year and recently bought the ex-SNYDER Lola. Presently he has both the Lotus and Lola for sale.

"Only reason I want to sell the Lola," he said, "is just to get something newer. I'm pleased with it, though, and if I don't sell it, will keep racing it the coming season. The car's cornering ability is practically unlimited. Only thing about it is that it's pretty spooky through the turns. If you feel like you're going to spin in a turn, it's too late--you've already spun. But you get used to this."

Anyway, Molle will be racing next season with either the Lola or something newer. "Like maybe a Lotus 19," he said.

* * *

"It's hard comparing cars and motorcycles. You really can't--not unless you want to liken a bike to a really fast car; one you can't make any mistakes with. The hardest thing about bike racing to me is concentration. But I like racing on two wheels. The faster I go on a bike, the faster I go in cars."

This is from 24-year-old MARY MCGEE. Polka-dot helmeted Mary, always one of the west's leading femme sports car pilots and now a fast-learning newcomer on a racing motorcycle.

She's been on her motorcycle--a 125cc Honda CB-92-R--since the last Santa Barbara meet and has now competed in more than 10 races, including the USMC-FIM Intl. at Rosamond.

At Del Mar, Saturday main event competition was highlighted by Mary's 3rd place finish, only Hulette and Patrick in front of her. "It was really good racing--but there was a noise in the engine and Vasek didn't want to run the car Sunday."

Alaska-born Mary, who has spent most of her time in Arizona (she now lives in Hermosa Beach), started racing there. Her brother is Arizona's leading driver--JIM CONNOR. "Jim may be racing bikes soon," Mary says.

Her first race was Phoenix, 1957 with a 300SL. She won the women's race over "not too much" competition. She'd driven most everything since then: Corvettes, Ferraris, Elvas and the Porsches, her favorites. "The K is my favorite car to drive," she says.

Next year she'll be running the bike ("She is very fast," says Soto) and a Porsche for Polak in the women's races.

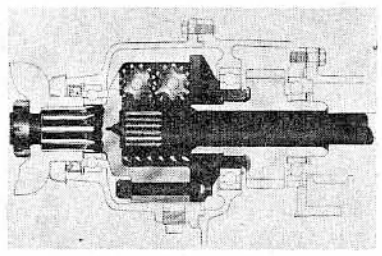
She hopes to be able to race with men more. "I like to race with the men; you learn a lot that way," Mary declares.

While not racing, she and husband Don take up bicycle riding and skiing.

MOTORACING AND ECONOMY CAR NEWS MART

★ New Products ★★ New Ideas ★

A Review of What's New for Motorists



DUAL-DRIVE POWER DIVIDER DIFFERENTIAL

An inner axle power divider differential has been developed by Dual-Drive, Inc., 3597 Lee Road, Cleveland 20, Ohio, to replace outmoded lock-out type differentials in the new Army Ordnance medium series 6 x 6 and 8 x 8 trucks. It also eliminates manual control mechanisms that are normally utilized.

The new differential was designed to meet government requirements for a differential that would eliminate individual wheel slippage on adverse terrain and possible extra rolling resistance induced in turning. They needed a differential that would transfer power quietly to both drive wheels simultaneously so that when one wheel is on ice and the other wheel on concrete, the wheel on ice wouldn't slip or affect steering.

The new Dual Drive Power Divider Differential has no clutches, springs, locks or manual controls. In mud, ice, snow or sand the new differential ends wheel slippage and effects operating economy, safety, easier steering and handling.

National sales are under the direction of Franklin L. Payer, vice president of Dual Drive, Inc.

NEW AUTO COOLING SYSTEM SOLUTION STOPS OVERHEATING

A new automotive cooling system solution, which stops engine overheating, renews permanent anti-freeze, lubricates water pumps, and removes rust and sludge formation, has been introduced by the Collinite Chemical Co. of Utica, N.Y.

The new product, Collinite's Formula 333 Anti-Rust and Water Pump Lubricant, prolongs the life of anti-freeze and increases its year-round effectiveness by counteracting rust and acids. It's equally effctive as a cooling system cleanser and lubricant when used in water.

Collinite recommends that Formula 333 be added to radiators in the spring and fall. One 12 ounce can of the solution is sufficient for standard 24 quart cooling systems. Compact cars require about half a can. On larger systems, such as trucks, approximately 1/2 ounce of the solution is required for each quart of water or anti-freeze. The 12 ounce cans of Collinite Formula 333, priced at $1, are sold by service stations, auto accessory stores and automobile agencies. When used according to directions, Collinite offers a money-back guarantee of satisfaction.

Distributors for the Collinite line are currently being signed.

Midwest Auto Specialties, one of the nation's oldest and largest speed shops, offers the consumer a complete selection of leading "name brand" equipment at discount prices. A direct factory distributor, with a warehouse of speed, power and custom parts immediately available, Midwest is able to ship your order the same day it is received.

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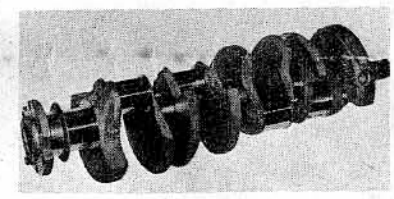

FORGED 327" CHEVROLET CRANKS

The Home of the Original Welded Strokers again leads the field with this announcement to Chevy owners who run the new 327" engines.

Forged 327" Cranks, counterbalanced and stroked by Crankshaft Co., are stronger than any casting or billet for 283 or 327" engines. We have them in stock.

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For more detailed information and prices contact your local speed shop, or send 25¢ direct for Crankshaft's 1962 Catalog.

Crankshaft Company, 1422 South Main St. Dept. MR., Los Angeles, Calif.

Officers Listed for Atlanta Reg., SCCA

ATLANTA, Ga., Dec. 18--The following were elected officers of the Atlanta Region, Sports Car Club of America for 1962:

Lewis Smith, regional executive; Harold Huff, asst. regional executive; Mrs. Jo Stratton, secty-treas; Jim Ealy, activities director; John Tiller, contest board chairman; Joe Povey, program chairman; Harry Jackson, membership; Sarah & Don Hutelin, publicity directos & editors of the Newsletter.

Sharp Rise Noted in Japanese Exports

TOKYO, Dec. 27--Japan exported 31,033 automobiles valued at $52.61 million between January and November this year, he Japan Automobile Industry Assn. announced today.

The figures represent about 50% increase in value and close to 60% in exports, as compared with the corresponding period last year.

Automobile makers predict total exports will reach the 35,000 mark.

Cartoon of the Month: This hapless employee stands before the boss and moans: "Okay, so my mistakes cost the company $395,-000. For goodness sake, I SAID I was sorry."---MATTY SIMMONS in DINERS' CLUB MAGAZINE.

* * *

...A fellow who wanted to be on the Ed Sullivan show went to see him.

"What do you do?" Sullivan asked him.

"Bird imitations," the guy told him.

"Bird imitations!" Sullivan is supposed to have exploded. "They went out with vaudeville! And they weren't very good then!"

"Okay, oaky," the guy said. "You don't have to get sore."

And then he flew out the window.---ART RYON in LOS ANGELES TIMES.

* * *

Sports car racing makes for some strange bedfellows (after the recent ex-SCCA tiein with USAC)---and I don't mean on racing weekends either.----WRC SHEDENHELM in SLIGHTLY MODIFIED program on KNOB-FM.

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